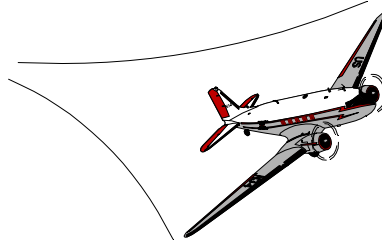


SPECIAL AIRWORTHINESS INFORMATION BULLETIN

Aircraft Certification Service
Washington, DC



U.S. Department
of Transportation

**Federal Aviation
Administration**

CE-03-16
January 6, 2003

We post SAIBs on the internet at "av-info.faa.gov"

This is information only. Recommendations are not mandatory.

Introduction

This Special Airworthiness Information Bulletin (SAIB) provides safety information to **Schempp-Hirth Model Nimbus-3/24.5**, all serial numbers, sailplane owners on the following:

- Extension of Service Life to 12,000 hours, and
- Supplementing the Maintenance Manual with a special multi-stage inspection program.

Background

Schempp-Hirth has developed Technical Note No. 286-34 that extends the service life and supplements the Maintenance Manual. We have attached the applicable service information.

Safety Issue

The German Airworthiness Authority, Luftfahrt-Bundesamt, has issued Airworthiness Directive (AD) 2002-357, requiring compliance of this Technical Note. The FAA does not issue ADs for extension of service life.

General Information

We are providing this information as a courtesy to operators of the Schempp-Hirth Model Nimbus-3/24. We do not issue ADs for sailplanes that do not have a U.S. type certificate. The FAA will not track or enforce this issue. Furthermore, the FAA will not use an SAIB to track all safety related items for non-type certificated products.

For Technical Information Concerning These Safety Issues Contact

Schempp-Hirth Flugzeugbau GmbH, Postfach 14 43, D-73222 Kirchheim/Tech, Federal Republic of Germany; Telephone 49.7021.7298-0; Facsimile 49.7021.7298-199.

Further Information Contact

Tom Knauff, United States Schempp-Hirth Dealer, 3523 South Eagle Valley Road, Jullian, PA 16844; Telephone (814) 355-2483; Facsimile (814) 355-2633

Greg Davison, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri, 64106; telephone (816) 329-4144; Facsimile (816) 329-4090, email; mike.kiesov@faa.gov.

SUBJECT:

- a) Extension of the service time
- b) Supplements of the Maintenance Manual

AFFECTED:

Sailplane model „Nimbus-3/24.5 (ATC-No. 286)
- all serial numbers –

URGENCY:

On reaching a service time of 6000 flight hours,
but not later than on the occasion of the next annual inspection.

REASON:

- a) The results of fatigue tests (subsequently carried out on wing spar sections) have demonstrated that the time in service of GFRP / CFRP sailplanes may be extended to 12000 hours, provided the airworthiness of each individual aircraft is evidenced by a special multi-stage inspection program, which is then to be incorporated into the Maintenance Manual.
- b) Facilitation of maintenance by supplementing the Maintenance Manual.

ACTIONS:

Revisions of the Maintenance Manual
(revised pages dated September 2002)

<u>Page</u>	<u>Title</u>
2/3	- Record of revisions
1	- Table of contents
17A	- Play in the tailplane attachment fitting
22	- Hinge moments and weights of control surfaces
32	- Special inspections of the airframe
32A	- Special inspections of the airframe

Note:

Whenever one of the various limits in service time is reached, an inspection is to be conducted according to an „Inspection program for extending the service time“ which may be obtained from the manufacturer.

SCHEMPP-HIRTH
Flugzeugbau GmbH.
Kirchheim/Teck

Technical Note

No. 286-34

Blatt: 02

Blattz.: 02

MATERIAL: Not affected

WEIGHT: Not affected

C/G POSITION: Not affected

Note:

Accomplishment of action to be checked and entered in the log book by a licensed inspector.

Kirchheim/Teck, September 23, 2002

Issued:

(H. Treiber)

LBA-approved:

The german original of this Technical Note has been approved by the LBA under the date of 25. SEP. 2002 and is signed by Mr. Blume. The translation into English has been done by best knowledge and judgement.

Übersicht über Schempp-Hirth Technische Mitteilungen und LBA-Lufttüchtigkeitsanweisungen

Blatt-Nr. 08

SUMMARY OF SCHEMPP-HIRTH TECHNICAL NOTES AND LBA-AIRWORTHINESS DIRECTIVES

page

Muster : Nimbus-2		Kennblatt-Nr. 286	Muster/Baureihe:	Werk-Nr.:	Kennzeichen:	
MODEL		DATA SHEET	MODEL/VARIANT:	S/N:	REGISTRATION NO.:	
LBA-LTA-Nr. Ausgabe Datum	TM-Nr. Ausgabe Datum	betrifft Baureihen und Werk-Nr.	Gegenstand	Termin		Durchgeführt
LBA-AD-No. Date of issue	TN-No. date of issue	Model affected: S/N	Subject	Urgency		complied
2002-357 14.11.2002	286-34 23.09.2002	Nimbus-3/24.5 - alle Werknummern - - all serial numbers -	Erhöhung der Betriebszeit auf 12.000 Stunden Extension of service time up to 12.000 hours	Beim Erreichen von 6000 Flug- stunden, spätestens bei der nächsten Jahresnachprüfung On reaching a service time of 6000 flight hours, but not later than on the occasion of the next annual inspection.		

5. The results of the inspections are to be recorded in an inspection report, wherein comments are required for each inspection step.

If the inspections are carried out by a certified repair station, a copy of the records must be sent to the manufacturer for evaluation.

6. The mandatory annual inspection is not affected by this regulation.

6. Special inspections of the airframe
Inspection program for the extension of the service time

1. General

The results of fatigue tests subsequently carried out on wing spar sections have demonstrated that the service time of GFRP/CFRP sailplanes and powered sailplanes may be extended to 12,000 hours, if for each individual aircraft (in addition to the obligatory annual inspections) the airworthiness is demonstrated according to a special multi-step inspection program, particularly with regard to the service life.

2. Dates

When the sailplane (or the powered sailplane) has reached a service time of 6000 hours, an inspection must be done in accordance with the inspection program mentioned under item 3 further below.

If the results of this inspection are satisfactory or if any defects found have been duly repaired, the service time of the sailplane (or powered sailplane) is extended by another 3000 hours to a total of 9000 hours (first step).

The afore-said inspection program must be repeated when the sailplane (or the powered sailplane) has reached a service time of 9000 hours.

If the results of this inspection are satisfactory or if any defects found have been duly repaired, the time in service may be extended by another 1000 hours to 10,000 hours (second step) after a further 1000 hours inspection to 11,000 hours (third step), and finally – after another 1000 hour inspection – to 12,000 hours (fourth step).

3. The relevant inspection program may be obtained from Schimpf-Hirth Flugzeugbau GmbH.

4. The inspections may only be accomplished by the manufacturer or by a certified repair station.

If the values of the table on page 21 are exceeded, it will be necessary to add an additional balance weight forward of the hinge line as follows:

1. After repair work in the area of the repair.
2. After refinishing in the refinished area distributed along its whole length (if possible)

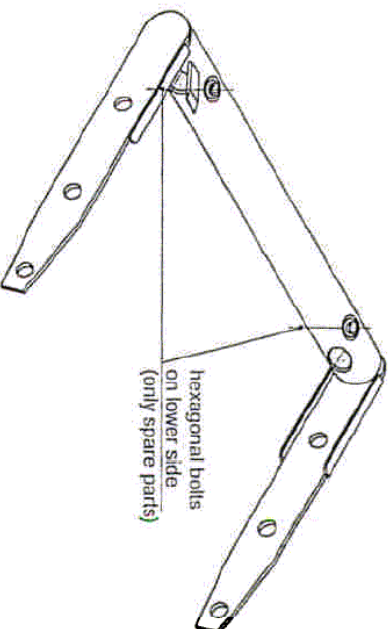
After complete repainting – distributed along the whole length of the component (if there was no mass balance attached) or near or next existing mass balance.

Exceeding the value in the above weight table because of additional mass balance is permissible up to 15%, provided the residual moment within the tolerance.

Play in the tailplane attachment bracket

If an excessive vertical play is found at the tips of the horizontal stabilizer, then the adjustable bushings of the elevator actuating bracket should be tightened such (using a 4 mm Allen Key) that the tailplane will just slide onto its locating pins.

ELEVATOR ACTUATING BRACKET



AMENDMENT LIST
(log of revisions)

No.	Reference/short title	Page	Date
12.	Technical Note No. 286-25 Optional tilt-up instrument panel	12, 20A	April 1989
13.	Technical Note No. 286-26 Tow reference, "F 86" and "G 88"	12, 20	February 1990
14.	Technical Note No. 286-27 Wing tip extensions for 25.5 m span (optional)	10, 16A, 21, 25, 26	March 1990
15.	Modification Bulletin No. 286-27 Modifications on S/N 37 only (lateral control, fin/udder unit)	16A, 21, 35	January 1998
16.	Technical Note No. 286-34 a) Inspection program for extending the service time up to 12,000 hours b) Supplements of the Maintenance Manual	1, 17A, 22, 32, 32A	September 2002

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